

THE COMMONWEALTH OF MASSACHUSETTS

ANNUAL REPORT

OF THE

MASSACHUSETTS AERONAUTICS COMMISSION

FOR YEAR ENDING DECEMBER 31, 1980

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MASSACHUSETTS AERONAUTICS COMMISSION

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The Commission's major accomplishments for 1980 follow:

- Completed and published the 1980 Massachusetts Airport System Plan, which is a significant and extensive updating of the previous 1973 plan.
- Initiated the automated monitoring of MAC's 12 navigational transmitters, reducing costs while increasing both efficiency and reliability.
- Completed and published a guide for planning compatible land use near airports.
- Completed an Interim State Airport System Map.
- Completed a State and Regional Disaster Airlift (SARDA) Plan for Massachusetts.
- Initiated a monthly Director's Newsletter to disseminate safety and operational information on a systematic basis.
- Began an ongoing program of automated airport activity measuring using noise-actuated counters.
- Obtained, at no cost, a military surplus jeep for maintaining the Commission's radio navigation aids and investigating aircraft accidents.

We began the year with a staff of twelve and ended it with a staff of eight. The reduction in staff was due to the completion, in September of 1980, of a federally-funded Continuous Airport System Planning Process (CASPP).

A new Director of Aeronautics, Arnold R. Stymest, of Randolph, a highly experienced pilot and airport manager, was appointed effective March 3, 1980.

AIRPORTS

We issued certificates of approval for commercial operations to 24 municipal airports, 26 privately owned airports, one municipal and four privately owned seaplane bases, and one privately owned balloonport.

We were also notified of the operation of 59 private use landing fields, 72 private use heliports, and 20 private use seaplane bases.

Airport Improvement Projects Started in 1979 and Completed in 1980:

Hyannis: Constructed aircraft engine run-up pit for environmental reasons.

Worcester: Reconstructed runway 11/29 (7000 ft. x 50 ft.).

Airports (continued)Airport Improvement Projects Completed in 1980:

Beverly: Reconstructed taxiway B from runway 9 to runway 16.
Approach clearing runway 16.

Fall River: Reconstructed aircraft parking apron.

Hyannis: Constructed taxiway to runway 24.
Constructed maintenance road to new general aviation area.
Installed security fencing.

Lawrence: Site preparation for glide slope.

Mansfield: Reconstructed portion of taxiway.
Constructed aircraft parking apron.
Installed non-directional radiobeacon.

Marshfield: Installed security fencing.

Nantucket: Constructed crash/fire/rescue building.

New Bedford: Replaced lighting system on runway 14/32.
Replaced airport emergency generator.
Installed security fencing.
Removed ledge in runway 5/23 safety area.

Plymouth: Purchased land in runway 6/24 clear zone.
Reconstructed runway 6/24.
Replaced lighting system on runway 6/24.

Provincetown: Site preparation for instrument landing system.

Airport Improvement Projects Started in 1980 to be Completed in 1981:

Beverly: Construct holding apron.

Lawrence: Replace lighting system on runway 14/32.
Approach clearing runway 32.

Airport Master Planning Projects Begun in 1980:

Fall River: Airport Master Plan.

Mansfield: Airport Master Plan.

Fitchburg: Airport Master Plan.

Hyannis: Update of 1976 Master Plan.

Westfield: Update of 1975 Master Plan.

Worcester: Update of 1974 Master Plan

Beverly: Study Importance of Airport to the Community and Surrounding Areas.

OPERATIONS

- Registrations: By the end of 1980, which marked the end of biennial registration period, we had registered 1960 aircraft. This compares with 2051 aircraft at the end of the last registration period in 1978, indicating that the number of aircraft in Massachusetts is declining slightly.
- Inspections: A total of 265 inspections of various types were made at airports, heliports, seaplane bases, parachute jump centers and a balloonport. This compares with 282 during 1979.
- Airport Managers: 68 airport managers were licensed in 1980, compared to 69 in 1979.
- Accidents: During 1980 we recorded 61 aircraft accidents, of which 8 were fatal and involved 12 deaths. The fatal accidents were investigated in detail. An additional 14 accidents involved non-fatal injuries to 30 people.
- Lectures: Operations' personnel continued to give lectures on aeronautical laws and regulations and on aviation accident and violation investigation to law enforcement groups and agencies. Regular lectures by our Chief Aeronautical Inspector at the State Police Academy were reinstituted in 1980. Lectures were also delivered to pilot groups on aviation safety and to community groups on airport related issues.
- Flight Instructor Seminars: We again sponsored two Flight Instructor Refresher Courses in 1980, our 26th and 27th; during April 146 flight instructors attended, and another 101 attended the October course. This brings the total to date attendance to 2221 flight instructors. These seminar courses update and standardize flight instruction with the aim of reducing aircraft accidents. Two are scheduled for 1981 and requests have been extended for an additional two in 1982.
- Waivers and Permits: Some aerial activities require waivers or permits to be lawful. 188 were issued during the year. 91 of these were for sport parachuting at locations other than certified parachute jump centers. 83 were permits for supervisory parachute jump approvals. The remainder were for agricultural aerial spraying and dusting, pipe line patrol, air shows, wildlife and forest fire patrol, scientific research and electronic testing.
- Aids to Navigation: During 1980 we continued operation of our electronic nav aids, including 11 non-directional radiobeacons, two fan markers and five approach light systems. During the same period, we installed, or replaced, and maintained several rotating beacons, visual approach slope indicators and radio controlled runway light switches, which substantially reduced airport lighting costs.

PROMOTION

- Airport Directory: We had an updated and somewhat simpler airport directory/map printed in 1980 to replace the previous 1975 version. This newer directory will be distributed with aircraft registrations and supplies are being sent to airports in Massachusetts.

Promotion (continued)

Displays: We again prepared and staffed an informational exhibit at Transportation Week, held in 1980 in Boston at the Museum of Transportation.

Aviation Education: We continued our extensive involvement in the Massachusetts Aviation Education Council.

Federal/State Cooperation: The Commission's personnel continued to work during 1980 on the promotion and development of aviation and aviation safety by meeting with various federal groups to exchange accident and law enforcement information, to discuss airport improvements and changes in federal regulations.

STATEMENT OF SPECIAL APPROPRIATIONS BALANCE APRIL 30, 1981

ACCOUNT No.		BALANCE 4/30/81
6006-8661	State's Share - Airport Construction	\$ 966.69
6006-8681	" " " "	19,263.00
6006-8711	" " " "	36,035.00
6006-8721	" " " "	32,532.00
6006-8731	Airport Capital Outlay Plan, Acts of 1973	129,692.00
6006-8735	Airport Capital Outlay, Ch. 480, Acts of 1979	964,935.00
	Total	\$1,183,423.69

RECEIPTS FROM FEDERAL AVIATION ADMINISTRATION

Airport Construction Grants (Airport Development Aid Program)
Period January 1, 1980 through December 31, 1980 \$2,809,184.96

LOCAL SERVICE AND COMMUTER AIRLINE PASSENGERS

	1979		1980
Logan - Provincetown-Boston Airline	24767	(+)	36880
Air New England	327214	(-)	319740
Downeast	26128	(-)	25764
Command	26501	(-)	20548
Pilgrim	17205	(+)	20673
Bar Harbor	47905	(+)	48404
Hyannis - Air New England	102376	(+)	104649
Martha's Vineyard - Air New England	44320	(+)	46420
Nantucket - Air New England	64066	(+)	66041
New Bedford - Air New England	4662	(+)	4841
Provincetown - Provincetown-Boston Airline	25684	(+)	27641

CONTROL TOWER COUNT

	1979		1980
Logan	358680	(-)	347420
Bedford	225803	(-)	218506
Norwood	208248	(-)	197329
Beverly	147914	(+)	151155
Westfield	185657	(-)	157967
Hyannis	134885	(+)	146114
New Bedford	85737	(-)	76502
Worcester	75606	(+)	84647
Nantucket	85156	(+)	104878
Lawrence (from 8/18/80)	29464	(+)	30144
Martha's Vineyard (5/22/80-9/15/80)	29976	(+)	30519

INSTRUMENT APPROACHES

On FAA Nav aids

Logan	338465	(-)	329161
Bedford	26920	(-)	24095
Hyannis	19277	(+)	22829
New Bedford	13427	(-)	10649
Nantucket	15106	(+)	16631
Worcester	15708	(-)	14897
Westfield	19015	(-)	18404
Lawrence (from 8/18/80)	-		1328
Martha's Vineyard (5/22/80-9/15/80)	5641	(-)	5551

On State Nav aids

Norwood	7525	(+)	8150
Beverly	4216	(+)	4324
Fitchburg	894	(-)	847
Pittsfield	1284	(-)	761
Provincetown	299	(+)	328
Plymouth	286	(+)	314
Great Barrington	309	(-)	189
Taunton	206	(-)	196
Fall River	128	(+)	137
Orange	64	(-)	20
Palmer	53	(-)	49
Gardner	61	(-)	54

PLANS FOR 1981

- The federal Airport Development Aid Program (ADAP), which expired on September 30, 1980, had not yet been renewed by year's end, so it appears airports will lose the 1981 construction season. Since it would have been premature to anticipate the final form of a renewed ADAP, our proposed budget for Fiscal Year 1982 was predicated on a somewhat reduced percentage of federal funding of airport development costs.
- Aviation continues to experience economic fluctuations which we hope will stabilize in 1981.
- We will continue to keep the Massachusetts aviation community informed on important issues through our Director's Newsletter.
- The Commission is working on plans for a Governor's Aviation Week to both inform and bring together all those in the state with business or personal interests in aviation for their common benefit.
- A new state aviation chart and airport directory are being prepared. Our chart is of particular value since the standard federal chart splits Massachusetts.
- We will be working in 1981 to minimize both air transportation disruptions and the associated economic impacts resulting from the radical changes in air service that have followed federal airline deregulation.
- Safety is our first concern in airport development and construction of air navigation aids around the state.
- To the extent permitted by our budget, we shall continue to perform our statutory mandates to foster and develop aviation in Massachusetts, continue to develop an airport system in anticipation of the needs of the aviation community, and operate air navigation facilities to improve airports, enforce rules and regulations to protect the general public interests, and safety.

Respectfully submitted,

Malcolm Woronoff, Chairman
Anne B. Baddour
James A. Brickett
Francis X. Messina
Kenneth M. Nash

Arnold R. Stymest, Director of Aeronautics